

GENERAL NOTE:

Currently there is no safe access for children, who have to enter via the road gate and walk down the road to get to either the School Reception and the Nursery. New pedestrian access from the pavement alongside Moston Lane East is required, with controlled access, and replacement of the existing road gates with a new automatic sliding gate.

WORKS FOR SAFEGUARDING:

New Footpath: It is proposed to provide an 1800mm wide bituminous footpath consisting of a minimum of 40mm of 20mm binder course tarmacadam and 25mm of 6mm surface course, raised above and separated from the existing road level by a 10x5 half battered concrete kerb to match the existing at the recently completed Reception Entrance, with drop kerbs at the crossing points to gates. This will then be protected by a new continuous barrier fence, with lockable service gates or automatic gate access from the road areas as indicated.

Brick Utility "Sheds": There are two of these along the front wall of the School which are no longer required and are to be brought down to the new footpath level and provided with heavy duty access covers and frames.

New Pavement Crossing: By constructing the new pedestrian access to the Nursery, the existing pavement kerbs will require relocating along Moston Lane East to tie in with the revised gate position and road access point.

New Gates:

The existing manually operated road gates are to be replaced with a new automatic sliding gate with controlled access from the School Reception. New gates, (shaded in blue on the drawing), and access control to be supplied by the School's gate provider and maintainer, Automation Supply Limited, 30 Old Hall Road, Gately, Stockport, SK8 4BE. Telephone 01613745655. A set of lockable double gates in required for delivery and waste collection, the single controlled access from Moston Lane East as mentioned above, and a further automatic single sliding gate with controlled access outside the School Reception. Colour: Blue

New Fencing:

New fencing, (shaded in red on the drawing), to be Heras TangoRail, Ref: TR800, Colour: Kaleidoscope. Height above footpath level 1200mm.

New Parking Spaces: At the front of the school building the parking spaces are to be brought forward, setting out from the new pavement kerb at minimum dimension of 4600mm deep and 2300mm wide, the existing road width maintained and the bays on the opposite side extended into the grass area. New concrete kerbs to be installed as required. Three new bays to be added of the road as indicated.

Existing Traffic Island: The existing traffic island and kerb edging is to be maintained, and the existing trees, (including their overhanging branches), to be protected from any damage by the Contractors operations, vehicles or workforce

Existing Site Road: The existing site road leading up to the parking bays and the main reception entrance is to be maintained as far as possible, with only the radius kerb adjusted to the revised site entry position. The site road by the new footpath leading directly to the Nursery will be reduced in width to maintain the existing traffic island and parking will no longer be possible along this road.

Line Markings: Parking bays to be marked out with yellow line markings, included hatched areas around accessible bays and loading bay as shown. Double yellow lines to be put alongside site road where parking is not allowed.



MANCHESTER CITY COUNCIL

Capital Programmes Division

Target Cost

PROPERTY TITLE
New Moston Primary School
Moston Lane East, Moston
Manchester M40 3QJ

URPN
010102304/997
DPE NO.
2184

PROJECT TITLE
Access improvements for Safeguarding

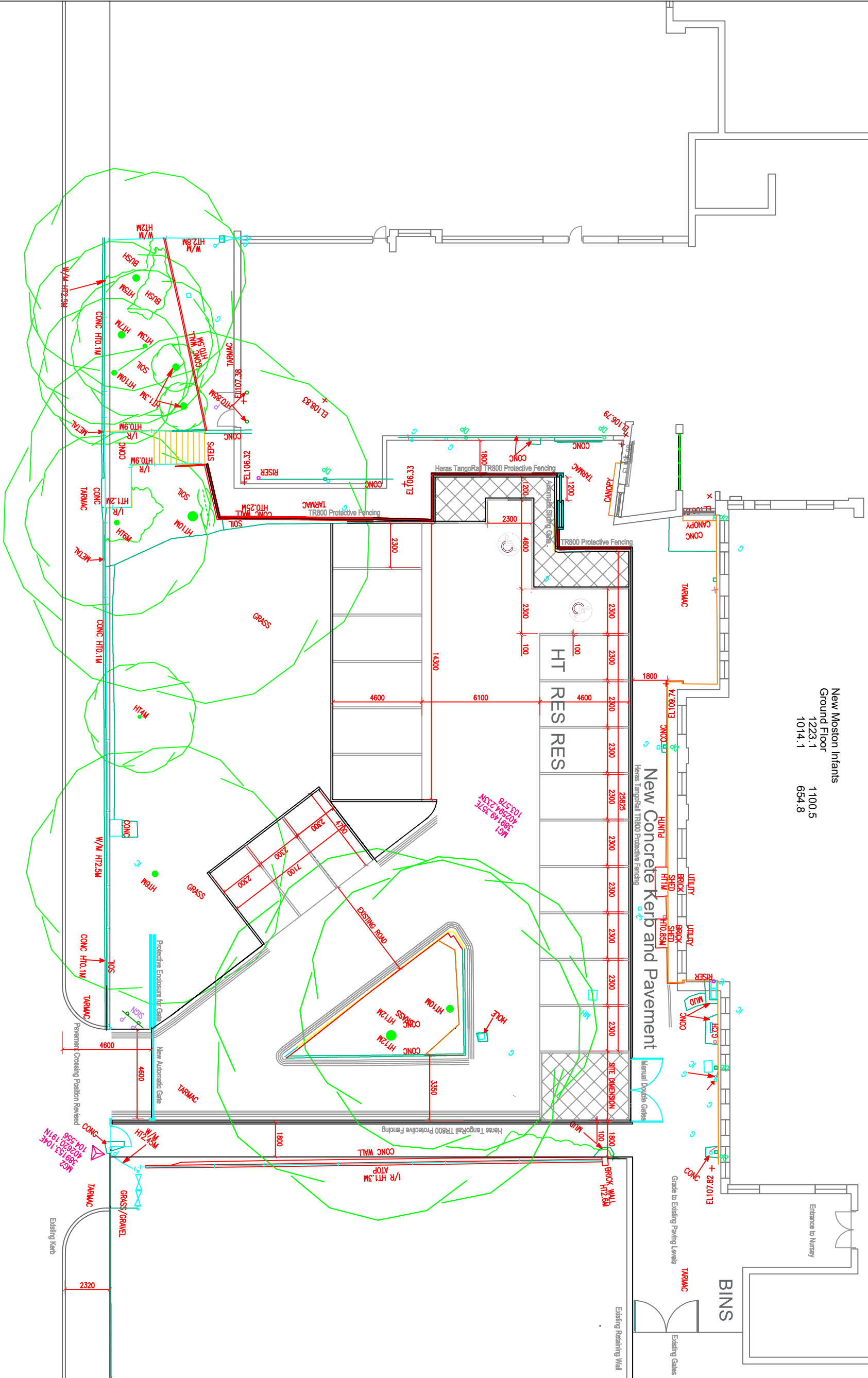
DRAWING TITLE
Proposed Plan on Topographic Survey

JOB NO.
ED/45275
DATE
05/04/2022
SCALE
1:100@A1
AUTHOR
R. Broadbent
CHECKED BY
APPROVED BY

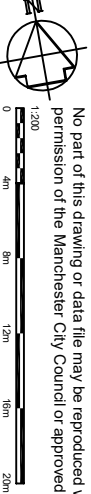
DRAWING NO.
NMS-MCC-ZZ-ZZ-DR-A-0004

New Moston Infants
Ground Floor
1223.1
1014.1
1100.5
654.8

New Concrete Kerb and Pavement



Moston Lane East



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- NOTES
1. All dimensions are in millimetres unless otherwise stated
 2. This drawing is to be read with all other relevant documentation
 3. Do not scale from this drawing, all measurement data should be taken directly from the model